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THE



Counsellor

PUBLISHED BY THE DEPARTMENT OF MUNICIPAL AFFAIRS IN THE INTERESTS OF LOCAL GOVERNMENT

Vol. 5 No. 9

EDMONTON, ALBERTA

September, 1960

OFFER SCHOOL SECRETARIES' COURSE

CERTIFICATES FOR ASSESSORS

Training courses are being prepared for school secretary-treasurers, it was announced recently by D. A. Bancroft, Lecturer with the Public Administration Division, Department of Extension at the University of Alberta. Details of the new courses, together with a description of the operations of the Division and the contents of third year courses are contained in a brochure recently put into the mail.



D. A. BANCROFT

Other items announced by Mr. Bancroft are:

- o Zack Kay, who assisted with the seminar program during 1959-60, has resigned to continue his studies at the University of Israel in Jerusalem.
- o A lawyer is being retained to conduct seminars this year covering commercial law.
- o Those taking the course for the first time will again sit in with the second and third year students and will cover the work prescribed for the first two years at a later date.

o A number of assessors will be presented with their certificates this fall. Having successfully completed two years of the Assessment Principle Course and also having previously fulfilled Part I of the Appraisal Institute's requirements, they are now qualified for accreditation by the University's Public Administration Division. Appropriate ceremonies are now under consideration.

The statement by Mr. Bancroft follows:

October 1 begins a new year in the Public Administration Division at the Department of Extension, University of Alberta. New courses, a new calendar, and a new training program are being designed. A

(To Page 7)



FAMILIARIZATION MEETING - Members of the Committee appointed to enquire into certain phases of administration in the Special Areas talk things over with Hon. A. J. Hooke, Minister of Municipal Affairs (centre) and A. W. Morrison, Deputy Minister (right).

Committee members are J. M. Bentley, North Edmonton, and Clyde Stauffer, Banff (left); with Wallace R. Hanson, Calgary (fourth from left) serving as chairman.

... COMMITTEE APPOINTED

TO SURVEY SPECIAL AREAS

Appointment of a Committee to conduct an enquiry into various matters relating to the administration of Alberta's Special Areas was announced recently by Hon. A. J. Hooke, Minister of Municipal Affairs. He said the enquiry is the result of requests from local rate-payers and will determine whether or not any changes in the legislation and policies pertaining to the Areas are required.

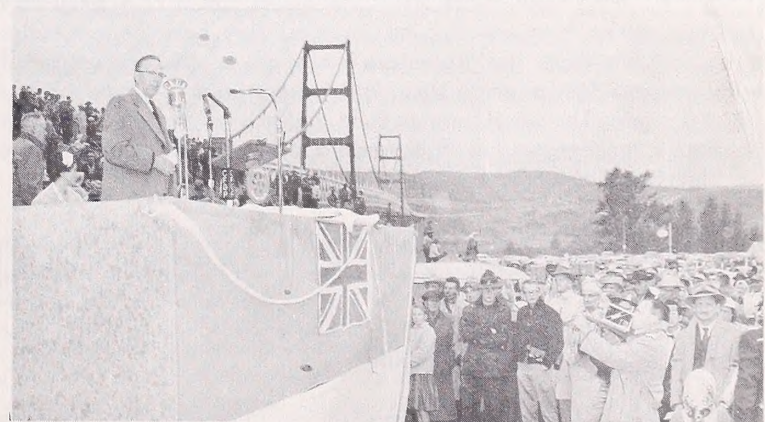
In particular the Committee will study and make recommendations (To Page 6)



BIG MONTH FOR THE PROVINCE - Two milestones in the Alberta story were passed on August 12 and 31. On the former date Hon. Gordon Taylor, Minister of Highways, marked the completion of Alberta's 281.6 miles of the Trans-Canada Highway while on August 31, Premier Ernest Manning officially opened the Dunvegan Bridge across the Peace River.

Picture of the Highway opening taken near the western boundary of Calgary shows, left, Mayor C. C. Wyldman, Montgomery; A. M. Paull, Chief Construction Engineer; Paul Fetsko, Resident Engineer; "Clancy" Davidson, Federal Engineer; Mr. Taylor; Hon. Fred Colborne, Minister without Portfolio; Arthur Smith, M. P.; Mayor P. Fitzgerald-Moore, Bowness; Mayor Harry Hays, Calgary.

Above right, Premier Manning, having tightened a golden bolt, addresses Peace River residents and guests and declares the great bridge officially open. Fourth largest of its type in Canada, the Peace River Bridge at Dunvegan ends fifty-one years of ferry service, forms the hub of a transportation wheel in the Peace River District.



(Story of the bridge on Page 4. Alberta Government Photos)

THE SECOND

PAGE . . .

ANNEXATION - SOUTHERN STYLE

A court test may be in the making for a provision of a 1955 Tennessee law which grants priority to the larger city when two municipalities initiate annexation proceedings for the same territory. The case arises out of an action by residents of a subdivision desiring to be annexed to Berry Hill. The area, largely industrial, had been included in a recent annexation by Nashville. The Nashville annexation is currently before the courts under challenge on other grounds. One newspaper said that if Nashville should win the case there is a possibility that further court action is likely. It is believed to be the first case in which the priority section of the state's annexation law is involved.

o Public Management

WHAT NEW SOURCES?

Every so often someone declares that what our municipalities need are new sources of revenue. Where two or more are gathered together, complete unanimity on this conclusion is almost inevitably recorded. Now, we're not going to take the contrary side, but we're bound to wonder, "What sources?"

The conclusion is probably valid. But it implies that we can find a number of sources not being tapped at the moment. Or what may be more to the point, it suggests that the Provincial Government has a number of sources which can be vacated in favor of our municipalities without any difficulty.

Again we wonder what these sources may be. Provincial revenue comes chiefly from the Federal Government by way of subsidies and as a result of the tax rental agreement, from royalties and leases on oil, gas and other resources, from profits on the sale of liquor, from automobile and truck licenses and a tax on gasoline. Should some of these be diverted to our municipalities?

To hand recently is a table prepared by the Citizens' Research Council of Michigan showing tax sources in the 17 largest cities of the United States. The breakdown is expressed in percentages. Here's the record for the City of New York: Property tax yields 66.6% of total tax revenues; licenses and fees 1.7%; general sales 27.9% and selective sales taxes (on specified commodities?) 3.4% of the total. Chicago varies slightly with 56.6% of total tax revenues from property taxes; 20.1% from licenses and fees; 9.7% general sales tax and 13.6% selective sales taxes.

Philadelphia is one of four (along with St. Louis, Pittsburgh and Cincinnati) where municipal income taxes are collected. None of them, however, have gone far beyond the old reliable property tax to fill the municipal purse. Boston, for example, goes 97.5% property tax and 2.5% licenses and fees. Detroit is in the same boat with 96.9% of the total from property and the rest from licenses and fees.

Well, that's what it says about revenue sources in 17 of America's greatest cities: Four are tapping incomes; five have general sales taxes; all but three use "selective" sales taxes; the percentage of total revenue from property taxes varies from 46.8 (Philadelphia) to 97.5 (Boston). The moral here must be that none of the administrators in any of these places has discovered a source of revenue which we in Alberta are prepared to accept.

Is it conceivable that property taxes ... onerous though they do seem to be ... have not yet reached their limit? Could we be trying to go too far too fast? And is it not logical that our municipal spending (like our personal spending) should be more closely related to the total income now readily available?

Perhaps we should take a long look at the proposal that the facilities of the Bank of Canada be used to provide funds at cost for our municipalities.

Let's get to the bottom of this thing. When people say that our municipalities need new sources of revenue, what exactly do they have in mind? Would they reverse the trend of the past twenty-five years? If not, what new sources are there? ●

AT BANFF, 187 ATTEND

SCHOOL ADMINISTRATORS MEET

Sixteenth Annual Short Course in School Administration was held at the Banff School of Fine Arts June 13, 14 and 15, 1960. Total number in attendance at sessions was 187; registrations numbered 181 and there were 6 guests and speakers who were not registered. A breakdown of the total number in attendance according to representations follows:

Districts, Divisions and Counties:

Secretary-Treasurers	63
Assistant Secretary-Treasurers	10
Administrative Assistant	1
Accountant (County)	1
Stenographer	1
Chairman of Boards	11
Trustees	67
Member and Secretary of Board (R.C.A.F.)	1
Superintendents	12
Superintendent and Secretary-Treasurer	1

Alberta School Trustees' Association	5
Department of Education	4
Alberta Teachers' Association	1

Division of Education Administration, U. of A.	1
Teacher (course lecturer)	1
Fraternal Delegates	4
Observer for Saskatchewan Department of Municipal Affairs ...	1
Others	2

TOTAL 187

Method of Study

The Short Course this year was conducted generally on a group discussion basis. Three divisions numbering about sixty persons each were allocated three broad areas of study under a convenor. The three divisions split into nine sub-divisions for the actual discussion period and reported back to the main assembly through three reporters selected by the divisions. The success of this method is very dependent upon thorough preparation by the convenors. We were fortunate in having convenors this year who took great pains to prepare thorough discussion outlines and to recruit expert advisors in several special areas of study (e.g., insurance). It was felt by many in attendance that the one-hour period allotted for discussions in the nine small sub-divisions was too short.

Transcripts of the lectures and discussion reports are being prepared by the Department of Extension and will be distributed to all who registered. (D. A. B.)



Question in a physiology examination read: "How may one obtain good posture?"

The country boy puzzled over this for a moment and then wrote: "Keep your cows off it and let it grow."

THIS MONTH

MUNICIPAL ROAD PLANNING (Part I)

By D. N. Gardiner, Rocky View M.D. No. 44	3
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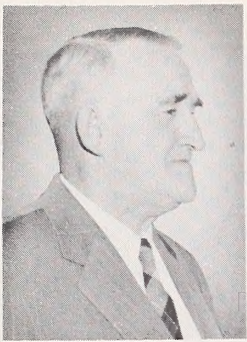
TWO VIEWS OF THE BRIDGE

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Long in the Service - CHAS. P. HAYES	8

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Department of Municipal Affairs,
Edmonton, Alberta.



MUNICIPAL ROAD PLANNING

BY D. N. GARDINER, SECRETARY-TREASURER,
THE MUNICIPAL DISTRICT OF ROCKY VIEW NO. 44

AN ADDRESS TO THE CANADIAN GOOD ROADS ASSOCIATION
IN CONVENTION AT VANCOUVER, SEPTEMBER, 1959

My part in this program is to report to you the manner in which a rural municipal district in Alberta proceeds to lay out its annual public works program; to show the influence on that program of grants made available to us from provincial sources; to review the manner in which these grants have increased from \$5,893.00 in 1943 for public work purposes to the sum of \$133,680.00 for public works and \$223,885.00 for general purposes in 1958. I propose also to discuss, briefly, with you the proportion of provincial revenue which is being made available to our local municipal unit by comparison with that which is raised annually from local municipal taxation. To explain the need for the type of road programming we have in a low density agricultural community with a relatively extensive improved road mileage. To deal with the effect of service in the municipal district by main and secondary provincial highways. To deal with the relationship that exists between the Provincial Department of Highways, the District Engineer, the Provincial Bridge Branch, the Council and its road foreman and local engineering services used by the municipality from time to time. Finally, I propose to offer an opinion as to the continuance of grants from senior governmental sources by way of both financial and professional assistance.

THUMB-NAIL SKETCH OF DISTRICT

I would like to give you a thumb-nail sketch of our municipal district. It surrounds the City of Calgary on all sides except directly to the south. It contains approximately 1,145,947 acres, approximately 1,800 square miles, is an average of 36 miles from north to south by 50 miles from east to west. It has a total of 80 1/2 miles of provincial main highways, including part of the No. 1 Trans-Canada Highway, 33 miles of secondary provincial highways, 2,813 miles of local roads of which 1,228 miles are graded and gravelled with an 18 to 20 foot travelling surface, 544 are graded dirt roads, and 1,041 are unimproved or closed roads. Our western boundary runs into the foothills of the Rocky Mountains and our land in that neighborhood is up to 4,900 feet above sea level. On our east boundary we go down to 3,000 feet above sea level. The average assessed value per acre of land is \$14.73. Our total taxable assessed value of property, land, buildings and improvements, and personal property for 1958 was \$19,147,820. Our 1958 budget for all purposes was \$1,483,455.

Our annual road works program is laid out in accordance with the provisions of Section 329 of The Municipal District Act, Chapter 214 Revised Statutes of Alberta, 1955. It reads as follows:

329. (1) Immediately after the preparation of the estimates as required by Section 331, the Council

- (a) shall cause to be prepared a report or reports in Form 27 in Schedule 'A', setting out the works of a public nature that are recommended to be undertaken throughout the municipal district, and
- (b) for that purpose may appoint such person or persons as the Council by resolution determines.

(2) Upon the receipt of the recommendations, the Council at its discretion shall determine the works that will be undertaken, and the amount that will be expended thereon, and by resolution shall authorize the location of the works, and the amount of the expenditures in connection therewith.

(3) In determining the work to be undertaken and the amounts to be expended thereon the Council shall consider the municipal district as a single unit, and shall not consider electoral divisions as a basis for the distribution of expenditures on public works.

(4) Except in a case of sudden and urgent necessity, no public works shall be undertaken or expense incurred in connection therewith until the resolution authorizing the expenditure has been passed by the Council as provided for by Subsection (2).

(5) No grant by the Province to a municipal district to be expended on public works therein shall be disbursed until a resolution as required by Subsection (2) has been passed by the Council, unless the Province in making the grant otherwise directs.

(6) A grant by the Province to a municipal district to be expended on public works therein

- (a) shall not be distributed for expenditure on the basis of electoral divisions,
- (b) shall be deposited in the general revenue fund of the municipal district, and
- (c) shall form a part of the funds estimated to be expended as provided by Subsections (2) and (3).

(7) Where in a municipal district allocation of public works expenditures have been made and charged in the municipal accounting system against individual electoral divisions, all such allocations and all such over-expenditures and under-expenditures shall be cancelled

from the accounting records when this Act comes into force.

(8) When this Act comes into force, the allocation of public works estimates and the allotment of expenditure thereon according to electoral divisions shall neither be instituted nor maintained.

On the reverse side of the form referred to is a diagram showing nine townships in a three by three block. This is for use in pin-pointing the location on a map for subsequent use of the road foreman, engineer, councillor, or any workman. The township diagram is not mandatory on the prescribed form but is extremely useful in co-relating the work proposed in one area to that proposed in an adjacent one. It also lends itself to continuity of the road program between adjoining communities.

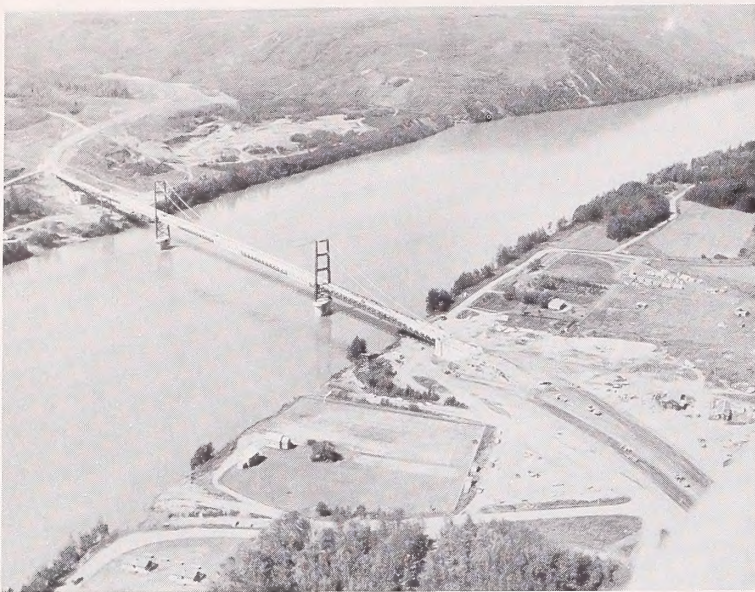
CONSULT WITH ELECTORS

These forms are distributed to all members of the Council in the early part of the calendar year with instructions to have them completed and submitted to the Council as soon as possible and in any event prior to the meeting at which the formal estimates for the year will be introduced and considered. The various members of the Council consult with their electors, community organizations, school trustees, their local road employees, the District and Bridge Engineers of the Provincial Department of Highways, with members of the Council in adjoining electoral divisions, with trucking organizations and others concerned with roads and bridges in the municipality, to determine what should be recommended for the then current year.

In addition to the advice and requests that he gets from others, the councillor also goes over his electoral division thoroughly to ascertain for himself what should be done. This personal inspection is usually in the company of one or more of the members of council in adjoining electoral divisions so that a co-ordinated road program can be worked out for the benefit of the municipal district as a whole. Of necessity, preference is given to permanent school bus routes and to those which may change from one year to another, or which can be predicted as changing in the foreseeable future. Special consideration is also given to the need for construction, reconstruction, repair or excessive maintenance of roads established as district highways under The Public Highways Act of 1929, Chapter 53 of Alberta Statutes of 1929.

Locations as finally determined by the councillor as being necessary to be given attention in the then current year, an estimate of the cost is next obtained. This may be from an estimate made on investigation by the road foreman, by a professional engineer running a profile and grade and estimating quantities, or from other sources. The cost arrived at for the particular job is then set down on Form 27 as previously mentioned. All the jobs are listed on that form, usually in the order of their importance, and the completed form submitted to the meeting of the Council. Council scrutinizes all the recommendations submitted. In cases where the recommendation is not clear to all members of the Council, a group inspection is made to determine whether or not the job should be approved, and if the cost is in line with the needs of the area being served. All members of the Council have a very intimate knowledge of the municipal district as a whole

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The PEACE RIVER BRIDGE at DUNVEGAN - The structure and the geography pictured above formed the scene on August 31 of a day-long celebration marking the official opening of the Bridge by Premier Ernest Manning. Residents of the Alberta section of the Peace River District describe the bridge as "a dream realized", see it pushing back the frontiers of the true north.

Aerial view was taken shortly before the painting of the bridge was completed and approaches tidied up. Restored Dunvegan Mission, built by Father Grouard some seventy-five years ago, appears in left foreground. Ground view taken from the picnic site shows the great bridge, the north tower of the old cable ferry and the road to the more recent diesel ferry. Both pictures look almost due west.

TWO VIEWS OF THE BRIDGE

BY V. E. MCCUNE, P. ENG.,
AND E. SANDEN, P. ENG.

The site of the bridge at Dunvegan has a long and glowing history. Dunvegan was used as Indian encampments during several centuries. Alexander Mackenzie discovered Dunvegan in 1793, followed by David Thompson in 1804. The North West Company established a trading post and fort in 1805 which was finally abandoned about 1900. A Mission was established in 1885 by Father Grouard and the Cathedral is preserved as a Historical Monument.

In 1913, with rumors of a railway to cross nearby, Dunvegan was subdivided and sale of lots was promoted throughout the world. The activity was, however, short-lived when the railway crossing failed to materialize. The extensive lands north and south of Dunvegan continued, however, to be settled by homesteaders, and the Government installed its first ferry crossing in 1909. Ferry service attempted to keep pace with development from the initial crossings, requiring thirty minutes, to the present 95 h.p. diesel unit which crosses the river in three minutes.

Interruption in even the best of ferry service was not considered compatible with the development of the country and, in 1952, preliminary investigation for a bridge in the Dunvegan area began. After comprehensive surveys and considerations of alignment and foundations, the bridge finally chosen to be the most economical was the suspension type. On August 13, 1957, a contract was awarded to Western Construction and Lumber Company Ltd., Square M Construction Ltd., and Coleman Collieries Ltd., who had submitted jointly the low bid. Dominion Bridge was awarded the contract to supply and erect the steel.

The Dunvegan Bridge is the fourth largest suspension bridge in Canada. It is surpassed in size by the 2,778-foot Lions Gate Bridge in Vancouver; the 2,449-foot Angus McDonald Bridge in Halifax and the 1,894-foot Ale D'Orleans Bridge near Quebec City. The Dunvegan Bridge is 2,375 feet long, of which 1,800 feet are carried by the suspension with 900 feet in the centre span alone. The concrete traffic deck is 27 feet wide with 18" safety curbs. Steel snow gratings parallel the deck and lend stability. The bridge is designed to carry 72,000-pound trucks in each lane with an overload provision in the system for a 144,000 pound load. The bridge is skewed 26 degrees, is on a 3 percent grade and forms part of a 4 degree horizontal curve.

The bridge is dwarfed by the banks of the Peace River Valley
(To Page 7)

(Mr. McCune is Chief Bridge Engineer and Mr. Sanden is Assistant Chief Bridge Engineer with the Alberta Department of Highways. The review appearing above is taken from the Program of the official bridge opening).

FROM THE RECORD-GAZETTE
THE PEACE RIVER STORY

Slicing cleanly through the heart of the district that bears its name, the wide, swift-flowing Peace River is one of Western Canada's great rivers, an untamed torrent with a capacity for good and ill.

Historically, the "mighty Peace" is twined through many of the most colorful chapters in this northern district's story, playing a part in Canada's exploration epic, the trek north of the first pioneers and the early commercial life of the fledgling farming empire.

Today, it may be on the threshold of its mightiest role—the source of one of the world's biggest hydro electric projects. The river that has galloped across the north for years may soon be coralled in the box-like Peace River Canyon near Hudson's Hope.

But for all its contributions to the Peace River Country's progress, this is a river with a split personality. And the other side of the coin is the part the Peace River has taken in thwarting development of the district as a single geographic unit.

Since the north's earliest days, this broad ribbon of water, difficult and sometimes impossible to cross, has split the Peace River district into two camps—the north and the south—and often fostered rivalries that worked against overall development.

Now, on the Alberta side of the border, the river that has so long divided, has suddenly become a rallying-point for the broad spectrum of interests that all Peace River residents share.

The catalyst in this transformation is a graceful steel suspension bridge—the longest in Alberta—which arches high above the river cupped in the splash of valley midway between Grande Prairie and Peace River town.

More than a modern engineering miracle and a monument to 20th Century construction techniques, the span is the fulfillment of half a century's hopes, and the final link in the chain of steel that has bridged all the north's major rivers in the last decade.

It is appropriate that this new linch-pin for the north should have been forged at Dunvegan for there is no name in Peace River history that is more synonymous with the north's colorful past.

Here, explorer Alexander Mackenzie rested during his voyages of discovery into the Canadian Northwest. His diary notes the air of serenity that clung to the spot and the lush growth on the river banks.

At Dunvegan, frontiersmen with the North West Company built a
(To Page 7)

FOR 1960 . . .

POPULATION FIGURES
AS ESTABLISHED UNDER THE
MUNICIPALITIES' ASSISTANCE ACT

Cities		Population	
Calgary	235,428	Lethbridge	33,706
Camrose	6,380	Medicine Hat	23,172
Drumheller	2,750	Red Deer	18,762
Edmonton	269,314	Wetaskiwin	4,836
Grande Prairie	7,410		
TOTAL		601,758	
Towns			
Athabasca	1,293	Lodgepole	566
Barrhead	2,310	Magrath	1,382
Bassano	808	Manning	901
Beaverlodge	1,013	McLennan	1,092
Beverly	9,095	McMurray	1,110
Black Diamond	991	Milk River	799
Blairmore	1,973	Montgomery	5,028
Bonnyville	1,698	Morinville	957
Bow Island	1,076	Mundare	592
Bowness	9,025	Nanton	1,047
Brooks	2,692	Okotoks	1,024
Calmar	730	Olds	2,285
Cardston	2,706	Peace River	2,613
Castor	1,073	Picture Butte	1,003
Claresholm	2,541	Pincher Creek	2,483
Coaldale	2,508	Ponoka	4,179
Cold Lake	1,403	Provost	1,003
Coleman	1,566	Raymond	2,391
Coronation	877	Redcliff	2,178
Daysland	524	Redwater	1,201
Devon	1,512	Rimbey	1,149
Didsbury	1,352	Rocky Mountain House	1,547
Drayton Valley	3,821	Spirit River	834
Edson	3,248	St. Albert	3,190
Fairview	1,448	Stavely	338
Falher	802	Stettler	3,560
Forest Lawn	9,832	Stony Plain	1,235
Fort Macleod	2,420	St. Paul	2,737
Fort Saskatchewan	3,305	Strathmore	786
Gleichen	581	Sundre	1,057
Grande Centre	1,408	Swan Hills	254
Granum	314	Sylvan Lake	1,206
Grimshaw	1,232	Taber	4,091
Hanna	2,584	Three Hills	1,310
Hardisty	628	Tofield	837
High Prairie	1,743	Two Hills	931
High River	2,102	Valleyview	997
Hinton	3,019	Vegreville	2,853
Innisfail	1,905	Vermilion	2,240
Irvine	247	Viking	1,019
Jasper Place	27,414	Vulcan	1,307
Lac La Biche	1,213	Wainwright	3,260
Lacombe	2,946	Westlock	1,711
Leduc	2,429		
TOTAL		195,690	

Villages			
Acme	285	Big Valley	419
Airdrie	400	Bittern Lake	72
Alberta Beach*	130	Blackfalds	463
Alix	645	Blackie	175
Alliance	313	Bonnyville Beach*	Nil
Amisk	176	Botha	125
Andrew	602	Bowden	436
Arrowwood	240	Boyle	332
Barons	344	Breton	566
Bashaw	640	Bruderheim	281
Bawlf	287	Burdett	245
Beiseker	321	Carbon	354
Bellevue	1,300	Carmangay	291
Bentley	608	Caroline	336
Berwyn	365	Carstairs	637
Betula Beach*	Nil	Castle Island*	Nil

Cayley	146	Lakeview*	41
Cereal	181	Lamont	632
Champion	402	Lavoy	136
Chauvin	353	Legal	457
Chinook	154	Lomond	233
Chipman	216	Lougheed	201
Clive	235	Ma-Me-O Beach*	128
Cluny	197	Mannville	599
Clyde	221	Marwayne	369
Cochrane	760	Mayerthorpe	605
Consort	561	Millet	426
Coutts	505	Milo	150
Cowley	121	Minburn	155
Craigmyle	138	Mirror	591
Cremona	250	Morrin	265
Crossfield	514	Munson	79
Crystal Springs*	Nil	Myrnam	440
Czar	175	Nampa	250
Delburne	484	New Norway	273
Delia	282	New Sarepta	176
Derwent	301	Nobleford	311
Dewberry	208	Onoway	268
Donalda	258	Oyen	793
Donnelly	283	Penhold	303
Duchess	216	Point Alison*	Nil
Eckville	542	Radway	203
Edberg	167	Rochon Sands*	Nil
Edgerton	300	Rockyford	261
Edmonton Beach*	13	Rosemary	187
Elk Point	697	Rumsey	113
Elnora	202	Rycroft	530
Empress	489	Ryley	505
Entwistle	422	Sandy Beach*	Nil
Evansburg	425	Sangudo	339
Ferintosh	178	Seba Beach*	114
Foremost	559	Sedgewick	656
Forestburg	656	Sexsmith	435
Fort Assiniboine	233	Silver Beach*	Nil
Frank	221	Smoky Lake	617
Gadsby	105	Spruce Grove	398
Galahad	215	Standard	303
Ghost Lake *	Nil	Stirling	445
Gibbons	157	Strome	313
Girouxville	314	Sunset Point*	11
Glendon	314	Thorhild	308
Grassy Lake	247	Thorsby	492
Gull Lake *	47	Tilley	260
Hairy Hill	187	Trochu	681
Halkirk	208	Turner Valley	680
Hay Lakes	203	Vauxhall	945
Hines Creek	379	Veteran	241
Holden	557	Vilna	374
Hughenden	247	Wanham	254
Hussar	203	Warburg	288
Hythe	484	Warner	472
Innisfree	306	Warspite	163
Irma	421	Waskatenau	305
Irricana	186	Wembley	319
Island Lake*	Nil	Whitecourt	986
Itaska Beach*	2	Wildwood	455
Kapasiwin *	Nil	Willingdon	431
Killam	606	Youngstown	305
Kinuso	459		
Kitscoty	328	TOTAL	51,098

* Summer Village (To Page 6)

NATIONAL POPULATION PICTURE		
Provinces	1959	1960
Newfoundland	449,000	459,000
Prince Edward Island	102,000	103,000
Nova Scotia	716,000	723,000
New Brunswick	590,000	600,000
Quebec	4,999,000	5,106,000
Ontario	5,952,000	6,089,000
Manitoba	885,000	899,000
Saskatchewan	902,000	910,000
Alberta	1,243,000	1,283,000
British Columbia	1,570,000	1,606,000
Yukon	13,000	14,000
N.W. Territories	21,000	22,000
Totals	17,442,000	17,814,000

POPULATION FIGURES			
(From Page 5)			
Counties			
Grande Prairie #1	8,899	Thorhild #7	5,596
Vulcan #2	5,242	Forty Mile #8	4,224
Ponoka #3	8,611	Beaver #9	6,883
Newell #4	5,943	Wetaskiwin #10	9,462
Warner #5	4,652	Barrhead #11	5,944
Stettler #6	6,061	Athabasca #12	7,367
Municipal Districts		TOTAL	78,884
Cardston #6	5,398	Lacombe #64	8,351
Pincher Creek #9	3,109	Vermilion River #71	9,334
Taber #14	6,575	Minburn #72	6,742
Lethbridge #25	11,624	Leduc #75	10,755
Willow Creek #26	6,344	Eagle #81	7,114
Foothills #31	7,902	Lamont #82	7,700
Acadia #34	914	Strathcona #83	10,987
Wheatland #40	5,582	Stony Plain #84	8,491
Rocky View #44	12,788	St. Paul #86	7,979
Starland #47	2,831	Bonnyville #87	10,557
Kneehill #48	7,055	Smoky Lake #89	5,517
Mountain View #49	9,273	Sturgeon River #90	13,708
Provost #52	3,621	Westlock #92	8,731
Paintearth #53	3,098	Lac Ste. Anne #93	7,031
Red Deer #55	12,830	Smoky River #130	3,889
Wainwright #61	5,085	Spirit River #133	1,413
Flagstaff #62	6,697	Peace #135	1,732
Camrose #63	9,626	Fairview #136	1,885
Improvement Districts		TOTAL	252,268
I.D. #8	361	I.D. #109	707
I.D. #10	1,969	I.D. #110	346
I.D. #11	4,076	I.D. #111	241
I.D. #22	592	I.D. #121	197
I.D. #27	100	I.D. #122	557
I.D. #33	47	I.D. #123	2
I.D. #42	5,502	I.D. #124	3,216
I.D. #946	2,456	I.D. #125	3,161
I.D. #50	75	I.D. #126	2,427
I.D. #51	3,109	I.D. #128	947
I.D. #58	429	I.D. #129	877
I.D. #65	5,199	I.D. #131	2,261
I.D. #68	81	I.D. #132	2,879
I.D. #69	152	I.D. #134	2,633
I.D. #77	2,704	I.D. #137	127
I.D. #78	3,609	I.D. #138	3,489
I.D. #79	2,234	I.D. #139	2,635
I.D. #80	2,274	I.D. #143	879
I.D. #85	348	I.D. #144	26
I.D. #95	1,302	I.D. #145	136
I.D. #96	314	I.D. #146	634
I.D. #101	2,039	I.D. #147	2,500
I.D. #102	5,066	I.D. #148	7
I.D. #107	1,502	I.D. #149	122
I.D. #108	605		
TOTAL			77,151
Special Areas			8,723

1960 POPULATION SUMMARY	
*9 Cities	601,758
87 Towns	195,690
158 Villages (Including 19 Summer Villages)	51,098
* Alberta portion of Lloydminster	2,806
Total Urban.....	851,352
12 Counties.....	78,884
36 Municipal Districts.....	252,268
49 Improvement Districts.....	77,151
Special Areas	8,723
Reservations, etc.	14,622
Total Rural	431,648
Alberta Total.....	1,283,000

Approximately half the potential farmland in all of Canada is located in the Province of Alberta.

TO SURVEY SPECIAL AREAS
(From Page 1)

ations concerning such matters as grazing and cultivation lease regulations and fees, the operation of community pastures, the administration and disposition of tax recovery lands, and what changes, if any, may be necessary in the type of administration of the Special Areas in view of present conditions and future development.

The Committee is composed of Wallace R. Hanson, Calgary, Chairman; Clyde Stauffer, Benalto, and James M. Bentley, North Edmonton.

Mr. Hanson has been with the Eastern Rockies Conservation Board since 1948 and for the past five years has been Chief Forester with the Board. In 1958 he acted as chairman of a special Committee which made a study of irrigation in the Province under the Alberta Department of Agriculture. A graduate in Agriculture from the University of Alberta, Mr. Hanson is a member of the panel of experts on grazing with the Food and Agriculture Organization of the United Nations. He is also a graduate in Forestry of the Utah State University.


Clyde Stauffer is a well known farmer and rancher from the Benalto district. A breeder of Hereford cattle, Mr. Stauffer has served as President of the Alberta Union of Rural Electrification Associations since its inception more than ten years ago. For a number of years also he has been prominent in 4-H Club work and has done an exceptional job as club leader within his district. He farmed for twenty-five years in the Special Areas at Sibbald.

James Bentley has long been noted for his service to the public. A practicing farmer in the North Edmonton district, Mr. Bentley is President of the Alberta Federation of Agriculture and Vice President of the Canadian Federation of Agriculture. In 1958 and 1959, he served as a member of the Hutterite Investigation Committee.

MUNICIPAL ROAD PLANNING
(From Page 3)

and travel throughout it extensively during the year. They therefore can reduce to a minimum the need for detailed inspections of works recommended.

I mentioned previously that consultation was made with the District Engineer and also with the Bridge Engineer of the Department of Highways. Their services are available to the municipal district for advice, free of charge. As their own work in the Department permits, they also render physical services to us in running profiles, suggesting grades, and working out estimated quantities on our major undertakings. At such time as services of the professional staff of the Department are unavailable, and major works have to be undertaken, we secure the services of a professional engineer to give us the information we require. Our road foreman, while an eminently qualified practical individual in actual road construction, does not venture into the professional engineering field in estimating costs of road construction. (Concluded Next Issue)



SECRETARY'S CALENDAR

Every Month

5th-Within 5 days after the end of each month, Secretary-Treasurer shall prepare statement of moneys received and their disposition, submit to council and enter in the minutes. Sec. 61(v).

Town and Village Act

15th-Secretary-Treasurer shall prepare statement of moneys received and their disposition, submit to council at next meeting and enter in minutes. Sec. 67(r).

Oct. 14 - Election Day (Same day of week as nomination day but in third week following). Sec. 134(2).

Oct. 26 - First statutory meeting (5th Monday following nomination day). Sec. 46(1).

Oaths of office . Sec. 40(1) and 95(1).

Appointments - Mayor (Village only). Sec. 44. - Deputy Mayor Sec. 49(1). - Representative to attend School Divisional Board Meetings (if applicable). Sec. 58(2).

Set day, hour and place of regular meetings. Sec. 48(1).

Assessment Act

Adopt current year assessment for next year by by-law, not later than October 31. Sec. 17(1).

Publication and notification of preparation of the roll. Sec. 30(4).

Municipal Hospital Act

Oct. 1 - Third quarter of Municipal Hospital requisition due. Sec. 112(5).

COMPARATIVE FIGURES ON . . .

THE MUNICIPAL WINTER WORKS INCENTIVE PROGRAM 1959-1960

To May 31, 1960	Canada	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Yuk.	N.W.T	Indian Bands
Applications Received	2,648	412	375	402	91	769	348	72	116	1	49	2	1	10
Applications Accepted	2,599	406	375	392	91	760	334	70	113	1	48	2	1	8
Estimated Total Cost of Projects	112,579	13,643	14,700	5,715	3,603	28,021	44,407	692	1,235	0.5	529	13	3	2
Estimated Total Direct Payroll Cost of Projects	36,314	5,410	4,970	2,508	1,418	8,613	11,771	477	832	0.5	290	6	2	16
Estimated Federal Government Share of Direct Payroll Costs	12,544	1,730	2,011	1,161	619	3,634	2,668	227	411	0.25	72	3	1	7
Estimated Number of Men Hired	51,400	4,241	7,752	9,056	1,501	11,112	6,645	2,028	8,045	10	804	17	10	179
Estimated Man Days Work Provided	1,936,579	223,816	301,531	212,508	98,154	539,075	350,377	35,100	135,778	100	18,166	249	150	1,575

N.B. Cost figures shown in thousands of dollars.
Percentage of payroll cost to total cost of projects undertaken during period of program - 34.09.
Department of Labour (Canada)

TWO VIEWS OF THE BRIDGE
Opening Program - From Page 4

which rise nearly 700 feet on either side. The south tower is 230 feet above water level. The north pier footings is founded on rock 70 feet below stream bed. The north and south anchorages of cellular construction extend 35 feet below ground level and weigh 18,400 tons and 14,000 tons. The main suspension cables consist of twenty 2 1/8 inch bridge strand, each strand made up of 90 wires. Large quantities of materials make up the bridge. The weight of cables and fittings totals 509 tons, structural steel 3,300 tons, reinforcing steel 750 tons, concrete 26,000 cubic yards and cement 140,000 bags.

Design of the bridge was carried out by the consulting firm of Structural Engineering Services Ltd. Resident engineers on construction were Gordon Morrison and Bob Morison of that firm. Close liaison with the Chief Bridge Engineer's office and T.J. Trimble, Office Engineer, maintained a material supply.

Albertans can be justifiably proud of this new bridge. It stands as a monument to the vitality and vigorous contributions of every pioneer and citizen of this land.

OFFER SCHOOL SECRETARIES' COURSE
(From Page 1)

brochure describing the operations of the Public Administration Division, the courses offered, and other activities has been distributed.

The brochure this year is a composite type containing the information previously given in brochures covering each course. In addition to assessment and municipal administration, a new course in school administration is being prepared, while an advanced course arising out of the certificate program in Municipal Administration will be announced. From suggestions made by students participating in the existing courses, it appears that more of these advanced courses will be demanded in the years to come.

A strong demand exists from the students enrolled for reference reading materials. The new brochure notes that a limited stock of reference texts is maintained in the Public Administration Division for the use of students. Though this lending library service is being well patronized there are several other library services in operation, including that of the Liaison Office of the Department of Municipal Affairs, which offer broader coverage and which are not being used extensively. It may be that if the reading demands of municipal administrators are sustained, some co-ordination of the library services should be effected.

The new brochure makes brief reference to the annual refresher courses of the municipal and school office officials. There is some popular demand for more co-ordination between the certificate training program and the annual refresher courses. It is possible that a closer relationship between these two kinds of courses would enhance both and contribute to the general improvement in the administrative work of participants.

Officials of the Division are always happy to receive suggestions on these and matters regarding its activity and affairs. Views of local government people are most welcome and can be relayed through the various representatives on the advisory committees or directly to the office of the Public Administration Division at the University in Edmonton.

TWO VIEWS OF THE BRIDGE
The Peace River Story - From Page 4

trading post which was used as the base for the fur trade in the vast district stretching out from the Peace River. Here, too, Catholic and Anglican missionaries labored among the Indians and planted the gardens that gave the first clue to the Peace River Country's fertility.

As the curtain went up on the pioneer epic of the early 1900's, Dunvegan became the crossing-point for many of the south Peace settlers who came over the Athabasca Trail. During the winter, their sleighs crunched over the river ice and in summer, rafts laden with their belongings were floated to the opposite bank.

Later, majestic sternwheelers like the "D.A. Thomas", cruising from above Peace River town to Hudson's Hope, made the tiny settlement a port of call.

The first crude wagon trails and later a dirt road, linking the districts north and south of the river, skidded down to the water's edge at Dunvegan. A cable ferry picked its ponderous way across the river during the summer. Travellers crossed on the ice during the winter.

But for decades, driftwood, high water and thaws turned the river into an impenetrable barrier for months in the year. Detours of two hundred miles over temper-testing roads were the only alternative when the "No Crossing" sign was posted at Dunvegan.

For the north, a bridge over the Peace River at Dunvegan became the synthesis of its hopes and dreams for the future. It came to be regarded as not only the ultimate topper to the solution of northern transportation woes but also as the symbol of a united Peace River Country.

In the postwar years, crossings on the Smoky River, second only to the Peace on the roster of northern rivers, were bridged and residents' hopes for the mighty Dunvegan span soared.

Five years ago, Alberta Highways Minister Gordon Taylor announced that the Dunvegan bridge would be built. But before construction could start, major engineering problems had to be solved. It took nearly two years of engineering studies and probing of the swift, temperamental river before the first pieces of heavy construction equipment moved into the valley.

Under the eye of a fascinated northern populace, the massive piers and steel skeleton for one of Canada's great bridges have taken shape during the last three years. Nearly half a mile long, the bridge is the longest in the Alberta highway system and one of the Commonwealth's major suspension spans.

Now the graceful arch of steel is complete. Paved, first-class highways are edging closer to its approaches and the bridge will soon be the hub of a great northern transportation wheel that sends its spokes into every corner of the Peace River Country.

Far below the steel, the river flows on, imperturbable, timeless. But thanks to man's conquest at Dunvegan, the cantankerous side of the river's personality has vanished from view, and the Peace River, for northerners, has become the symbol that unites, not divides.

LONG IN THE SERVICE

The retirement this spring of Charles P. Hayes of Strome from active participation in rural municipal affairs in Alberta and from the council of the Municipal District of Flagstaff No. 62 marks the end of a career seldom equalled in the annals of municipal service. First elected to the Council of the old Municipal District of Sterling No. 425 in March, 1927, he has served as councillor for that municipality and for the Municipal District of Flagstaff No. 62 for a continuous period of 33 years. He was elected Reeve of "Old Sterling" in 1933



and has been Reeve of Sterling and Flagstaff municipalities since that time, a continuous period of 26 years.

Mr. Hayes served as Vice-President of the Alberta Association of Municipal Districts from 1943 until 1950 when he was elected President of the Association. He held that office until the fall convention of 1959 when he did not seek re-election.

Mr. Hayes was Alberta representative on the Board of the Western Municipal Union from 1950 to 1959, and a member of the Alberta Municipal Districts Secretary-Treasurers' Superannuation Board for the same period. He was Director of the Alberta Municipal Hail Board for 2 years prior to its dissolution to form the Alberta Hail Insurance Board.

Mr. Hayes served as member on the Royal Commission on Metropolitan Development of Calgary and Edmonton, better known as the McNally Commission, and in 1958 was appointed member of the Hutterite Investigation Committee set up by the Provincial Government to investigate the Hutterite situation in Alberta. On the death of Mr. Wm. Frame, Mr. Hayes took over as Chairman of that Committee.

For seven years Mr. Hayes has been a member of the Provincial District Highways Board and for the past ten years has been the Municipal representative on the Board of Directors of Blue Cross, a branch of the Associated Hospitals of Alberta.

Since its inauguration, Mr. Hayes has been a member of the Board of the Alberta Municipal Finance Corporation, and still acts in that capacity.

From 1950 to 1959 Mr. Hayes was a member of the Board of Agricultural Education, a board set up by the Department of Agriculture to advise on curriculum, etc. for schools of agriculture and other educational bodies under the Department of Agriculture. Since 1956 Mr. Hayes has been a representative on the Board of Directors of Medical Services (Alberta) Incorporated, a position which he continues to hold.

For many years he has served as President and Vice-President of the Battle River Co-operative Livestock Shipping Association. He served as Executive Director of the Alberta Livestock Co-operative for one year, was Vice-President for four years and for the past ten years has been President of the organization. He has been Alberta representative to the Canadian Livestock Co-operative Association during the past 10 years and for two years has been Alberta Livestock representative for the Alberta Federation of Agriculture at the annual meeting of the Canadian Federation of Agriculture.

Mr. Hayes has been active in local farm organizations for many years, being a delegate for District #E-6 of the Alberta Wheat Pool for 20 years. He was President of the Strome Co-operative Association during the 30's and in 1944 when that organization operated a retail store, he again became President and has retained that position to the present time. He was Secretary of the Strome Co-operative Credit Society from its formation in 1930 until it was disbanded in 1944.

Mr. Hayes was president of the Federated Co-operative Services from 1942 to 1951, and continues to be a director of this organization.

For many years Mr. Hayes was an active member of the U.F.A. organization having served as president and secretary of the Strome U.F.A. for some 15 years. He is a past-president of the Sedgewick Provincial U.F.A. and U.F.W.A. Constituency Association and for 5 years was President of the Camrose Federal U.F.A. and U.F.W.A. Constituency Association. In 1944 he was an unsuccessful candidate for Member of the Legislative Assembly running on an Independent ticket.

Mr. Hayes served for many years as a director of the Strome-Killam Agricultural Society, and had considerable to do with the

successful operation of the summer fair operated by that organization during the 1920's and early 30's.

He has served as President or Secretary of the Strome Curling Club for many years, and has taken an active and executive interest in all forms of local sports organization in the Strome district for some 35 years.

He is a Past-President and presently Secretary of the Strome East Mutual Telephone Company.

Mr. Hayes is presently the Exalted Ruler of the Strome Elks Lodge, which has only recently been formed.

Mr. Hayes contribution to the betterment of rural life and activities has been most outstanding, and will not be surpassed very often. For all his numerous activities he has operated successfully a two and one half section farm, raised a family of four children, and has been an active member of his church. His wide sphere of activities has extended his acquaintances to the thousands, all of whom will know him as "Charlie" and none of whom he is likely to forget either by name or by sight. All those who have known Charlie will no doubt wish him every happiness in his retirement from active participation in the Alberta Municipal field, with a hope that he will have a long period of healthful retirement to enjoy some of the benefits which he himself has helped to produce for the people of rural Alberta.

* * * *

With Premier and Mrs. Ernest Manning, Hon. and Mrs. A.J. Hooke, J. Hillman, M.L.A., and Mr. Morrison, Deputy Minister of Municipal Affairs, numbered among guests at the head table, Mr. Charles P. Hayes and Mrs. Hayes were paid glowing tribute by the M.D. of Flagstaff on June 2. Mr. Hayes, who had been a councillor for thirty-three years and reeve for twenty-six was praised for his years of the most faithful kind of service to the people of Flagstaff and of Alberta in general.

At a public gathering later in the evening, Premier Manning and Hon. A.J. Hooke were guest speakers. In expressing his personal appreciation of the work done by Mr. Hayes over the years, Mr. Manning said that it was the people who accepted public office at the local level of government, closest to the people, who are the real backbone of a nation, even though sometimes they receive very little acclaim. He emphasized the associations the government had with Mr. Hayes and spoke of its high regard for his opinions and fairness. Mr. Manning also had a word for Mrs. Hayes for her loyal support of her husband during his years of public service.

Hon. A.J. Hooke recalled the early homestead days when work on the roads was carried out with fresnos and every farmer wanted to work out his taxes. These were the days when Mr. Hayes started his career in municipal affairs. He also commented on the valuable work by Mr. Hayes in serving on provincial committees and boards. In closing he wished Mr. and Mrs. Hayes many years of happiness in retirement.

o Community Press, Sedgewick

MORE WINTER WORKS

The Government of Alberta has decided again to participate in the Municipal Winter Works Incentive Program. This was announced today by Honorable A.J. Hooke, Minister of Municipal Affairs and Minister responsible for the operation of the program in Alberta. Mr. Hooke stated that the Province will again provide a further incentive as in past years by paying twenty-five per cent of the labor costs of approved projects. In terms of value of projects undertaken and also payroll costs, Mr. Hooke pointed out that Alberta stood third among Canadian provinces. He expressed the hope that this record will be equalled or surpassed this coming season.

Projects undertaken may be commenced not earlier than December 1st, the starting date of the program and work can continue to April 30th, next.

Mr. Hooke said that as claims are still coming in final figures as to the extent of last years program were not yet available. Indications are, however, that approximately \$2,100,000.00 will have been paid to municipalities when the program is finally completed August 31st with the Federal Government paying \$1,400,000.00 and the Province \$700,000.00.

Preliminary estimates show that a total of 375 projects in Alberta were approved with an estimated total value of \$14,700,000.00. The various projects are estimated to have employed 7,752 men and to have provided 301,531 man days of work.

The terms of offer of the 1960-61 program have been broadened to cover municipal buildings (excluding schools and hospitals) and also allow for the building of municipal structures such as water towers and pumping stations.